

**GO Bus Impact and Analysis RFP 2011-03  
Pre-proposal Questions and Responses**

**Questions (Q) and Responses (R):**

2 September 2010

**Q** Will any ridership data be available for GO 25 and GO 28?

**R:** *NJ TRANSIT will provide data for both from Fare Box data.*

**Q** When did GO 25 start service?

**R:** *April 2008.*

**Q** Could you elaborate on the Stated Preference Survey?

**R:** *We will use the Onboard Ridership survey to select participants for focus groups and stated preference analysis.*

**Q** How will NJ TRANSIT use the data collected?

**R:** *The data will evaluate the effectiveness of the services of both 25 and 28 regarding new ridership, environmental benefits and what components of the service will affect new ridership and service. The information will help plan for future BRT or GO bus service.*

**Q** True BRT or pre-BRT?

**R:** *The GO BUS has some components of true BRT but not all.*

**Q** What are the fares?

**R:** *Same as existing NJ TRANSIT regular fares.*

**Q** What is the timeline for the project?

**R:** *One year to eighteen months from the inception of the task order.*

**Q** Any restrictions on the survey?

**R:** *Survey needs to be on the buses and a statically valid size.*

September 9, 2010

**Q** What is the size of ridership for GO25 and GO28.

**R:** *NJ TRANSIT, as part of the GO Bus research project, is providing the following estimated actual ridership figures for bus routes. All numbers are two way ridership (trips). Thus the number of actual PEOPLE On these buses should be divided by 2.*

*In addition to the GO Bus ridership, I have also provided the ridership for the parallel local bus routes that operate along most of the GO Bus routes. As part of the project, there needs to be a valid sample of at least some of the local riders on parallel bus routes to see if there are any differences in rider*

*characteristics. Also, the parallel routes carry people between some of the same points, so a sample of the local riders must also be surveyed, to see what the impacts have been on these routes, which have had some minor service reductions. Proposers should also include a reasonable sample of the parallel non-GO local bus riders in each corridor, on the routes outlined below.*

#### ***Springfield Avenue***

***GO 25 Average Weekday Ridership (Trips) - 750 THIS IS THE NEW GO 25 service. It operates AM/PM peak periods only***

***NJT Route #25 Average Weekday Ridership (trips) - 12,000***

***This is a parallel route from Irvington Bus Terminal to downtown Newark at Penn Station. The #25 route goes beyond the GO #25 service to Maplewood, but this part does not have to be surveyed.***

***Total Ridership- 12,750 weekday passenger trips (6,375 people)***

#### ***Bloomfield Avenue Corridor***

***GO 28- 4,000 Average Weekday Trips (Entire Route, Bloomfield Center to Newark Airport) THIS IS THE NEW GO 28 ROUTE, operates over 2 segments all day.***

***#11/28 NJ TRANSIT Bus Routes, Bloomfield Center to Downtown Newark Only AND #29 NJT Bus Route- 7,500 average weekday trips combined***

***These routes start at Willow brook Mall, Upper Montclair, West Caldwell and Parsippany, but only riders getting on/off between Bloomfield Center and Downtown Newark are included in this ridership estimate.***

***#72- Near Bloomfield Center to Downtown Newark 2,000 average weekday trips, between Bloomfield and Downtown Newark. This route starts in Paterson, and only riders that get on or off in the Bloomfield Center to Downtown Newark are included.***

***Total 13,500 weekday passenger trips, (6,750 people) in Bloomfield Avenue corridor.***

***These ridership levels are all day both directions, from Spring, 2010. Ridership may be down a little (+/- 3%) because of a 10% fare increase on local buses in May, 2010.***